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# USSR Report

TRANSPORTATION

No. 102

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AIR

# AEROFLOT PLANNING TO OPERATE THROUGH DUBAI

GF211120 Dubayy KHALEEJ TIMES in English 21 Oct 82 p 1

[Article by Maruf Khwaja: "Aeroflot May Fly Through Dubai"]

[Text] Aeroflot, the Soviet national airline, is planning to operate services through Dubai towards the end of next month.

The airline, reputedly the largest in the world with over 1,000 aircraft, has appointed Unasco's [expansion unknown] travel division as its general sales agent in the emirate.

Mr Faisal Zumrawi, the general manager of the United National Air Land and Sea shipping company's travel division told KHALEEJ TIMES yesterday that while Aeroflot has already been granted traffic rights through Dubai, it is negotiating with Pakistan and India for similar rights to Karachi and Bombay.

Aeroflot has been operating on the Moscow-Colombo route through Abu Dhabi since March this year.

Mr Zumrawi said, should the airline succeed in obtaining Indian and Pakistani traffic rights, it would be in a position to operate a four times weekly service each way out of Dubai.

He said Aeroflot operations would be particularly advantageous to passengers travelling to most European destinations westwards and as far away as Japan in the east. It flew to 110 countries around the world and offered "almost immediate connections" to most destinations.

More important, he said, Aeroflot, being a non-IATA [International Air Transport Association] airline was in a position to offer "highly competitive fares" to popular European destinations. Some of these could be much lower than existing market levels. While the airline's fleet of 1,000 included many wide-bodied aircraft, the likely choice for a route covering Dubai would be the Ilyushin-86 airbus which had a capacity of 350 passengers.

If India and Pakistan granted Aeroflot traffic rights, Mr Zumrawi was reasonably certain that the airline would come through Dubai by the end of next month. Schedules in this case would be planned on the basis of popular East and West European routes.

Unasco, which entered the local transportation market only this week has acquired premises on the Dubai-Ash-Shariqah road for its travel division. Mr Zumrawi said the office would be operating "like any other travel agency," marketing tickets for other carriers as well. Plans had also been made to structure package tours to East and West Europe with a probability of some charter operations in neighbouring and distant regions.

CSO: 1812/21

## RAILROAD

### PERFORMANCE REPORT FOR FIRST NINE MONTHS OF 1982

Moscow GUDOK in Russian 22 Oct 82 pp 1-2

[Article based on material of the Administration for Statistical Records and Reports of the Ministry of Railways: "Overcoming the Lag and Achieving High Targets"]

[Text] Railroad transportation has been operating under extremely strenuous conditions. This has had an impact on production and economic indicators. The plan for freight shipments over the past 9 months has been fulfilled at a level of 2.77 billion tons. This is 2 percent below the plan and 1.6 percent below the level attained in the same period of 1981.

Among the freight items on the annual product list transport did cope with the carrying of bituminous or better coal and grain. The planned traffic was exceeded by 5.4 million tons of chemicals and soda, 2.5 million tons of ferrous metal scrap, 2.7 million tons of potatoes, vegetables and fruit, nearly 800,000 tons of sugar, 397,000 tons of salt, 258,000 tons of meat and butter, and about 200,000 tons of fish, as well as a number of other types of freight not included in the annual products list.

The total loadings plan was fulfilled by nine railroads. They included the Moscow Railroad, which dispatched 2.3 million tons more than called for by the plan, the Central Asian Railroad, which exceeded the plan by 765,000 tons, the Transbaykal Railroad--485,000, the East Siberian Railroad--394,000, the Transcaucasus and the Baykal-Amur at 315,000 tons. Thirteen railroads overfulfilled the plan for the third quarter.

At the same time the necessary measures were not taken everywhere by any means to strengthen planning discipline and utilization of neglected production potential. As a result targets were not altogether fulfilled for a number of decisive areas.

In the current year certain railroads have recorded a lower level of freight operations than in 1981, which had a serious impact on fulfillment of the plan for the network as a whole. The Sverdlovsk Railroad showed a 6-million-ton drop in traffic, the South Ural Railroad a drop of 6.4 million tons, the Gorkiy Railroad 3.4, the Southern 6.3, the North Caucasus 3.9, the Southeastern 3, and the October and Volga Railroads 2.5 million tons. These railroads

alone fell short nearly 34 million tons in the shipment of the most important freight, although they had the resources necessary for fulfillment of the plan and maintained a sizable surplus of rolling stock.

The large shortfall in carrying crucial types of freight were reflected in the overall fulfillment of the plan for the network as a whole. The largest shortfall of bituminous or better coal, 2.1 million tons, occurred on the Donetsk Railroad, the shortfall on the Transbaykal and Virgin Land Railroads was nearly 1 million tons, on the Kemerovo it was 695,000 tons, and on the Alma-Ata it was about 800,000 tons. All these railroads had a sufficient number of gondola cars for fulfilling the plan for coal shipments.

The Kuybyshev Railroad fell short 3.4 million tons in the shipment of petroleum and petroleum products, the Northern 1.6 million tons, the Gorkiy, South Urals and Azerbaijan--500,000 tons each.

The relative share of through-freight shipments was 47.4 percent, which is 0.7 percent below the assignment. It rose in shipments of shale, coke, flux materials, iron and manganese ore and certain other types of freight. At the same time it dropped off for petroleum and petroleum products, coal, nonferrous metal ore, refractories and a number of other types of freight. The target was fulfilled for through-freight shipment by nine railroads, including the October, the Baltic, the Volga and the Virgin Land Railroads.

Static load rose higher than the plan for 16 railroads. It dropped on the other railroads. Losses of traffic attributed to this cause amounted to 1.8 million tons, for example, on the Sverdlovsk Railroad, 1.6 million tons on the North Caucasus, and 1.1 million tons on the Dnepr.

Freight traffic was 2,592 billion tariff ton-kilometers. This is almost 1.7 percent below the plan and 1.4 percent below the 1981 level. Moreover, freight traffic dropped because of a drop in the volume of freight--especially on the South Urals Railroad, the Alma-Ata, the Volga, and the Kuybyshev.

The length of the average haul for the network as a whole increased 1 km, and for such volume types of freight as lumber by 13 km, ground slag--4 km, building materials--5 km, metal structural fabrications--40 km, and iron and manganese ore--18 km.

Passenger traffic amounted to 270 billion passenger-kilometers, which is 1.3 percent above the level achieved in 9 months of 1981. The Baltic, Belorussian, Donetsk, Transcaucasian, Sverdlovsk, Kemerovo and Far Eastern Railroads successfully fulfilled the plan for this indicator.

The lag of unloading, failure to meet allowances for the idle time of cars on the sidings of enterprises, held back operations in an important way. In the current year 6,400 cars are not unloaded within the time allowed every day, which has been curtailing substantially the potential for taking on freight. On the Moldavian, Azerbaijan, Southern, West Siberian and certain other railroads the level of unloading dropped off from the same period of the past year.

By comparison with 1981 16 railroads, including the Moscow, the East Siberian, the South Urals, the West Siberian and the Baykal-Amur improved utilization of rolling stock for such important indicators as car turnover, standing time of cars during freight handling and in maintenance shops, speed including scheduled stops, and car and locomotive productivity.

Difficulties in the movement of car flows and, as a consequence, an increase in transit car standing time in stations, and reduced train movement speed adversely affected car turnover of many railroads. As a result the planning targets were not fulfilled with respect to this indicator for the network as a whole or by a majority of the railroads. Turnover dropped considerably on the Virgin Land Railroad, the Dnepr, the Transbaykal, the Alma-Ata and the Far Eastern.

The drop in the level of transfer, both interroad and intraroad, and departure from the schedule for train movement caused a drop in speed including scheduled stops and speed exclusive of scheduled stops both in the network as a whole and also on many railroads. Speed increased on the Southeastern, Azerbaijan, Kemerovo, West Siberia, East Siberian and four other railroads.

The timetable for movement of passenger trains for the network as a whole was fulfilled for the first 9 months at a level of 93.7 percent, which is 0.3 percent below last year's level. Only 87.1 percent of the trains arrived at destination on time. Fulfillment of the scheduled movement of freight trains dropped 5.6 percent, above all through the fault of the Northern, North Caucasus, Volga, Kuybyshev, Southern and Transbaykal Railroads.

Railroad transport is a major consumer of fuel and energy resources. That is why particular attention is being paid on the railroads to economical use of fuel and electric power. In the system as a whole 50,000 tons of diesel fuel and nearly 600 million kwh of electric power have been saved on train traction in the period of the year which has passed. But consumption has been excessive on nine railroads and was most excessive on the Kuybyshev, Alma-Ata, Virgin Land, South Urals and Far Eastern.

A further strengthening of the plant and equipment of railroad transportation, construction of facilities for social, cultural and consumer services has continued this year.

The November (1979) Plenum of the CPSU Central Committee paid a great deal of attention to capital construction as a major problem of the state. All of this has especially great importance to railroad transport, in whose development large resources are being invested. This year, in order to increase the efficiency of capital investments, the funds and resources being allocated to the ministry are being committed above all to building projects near completion that would have a bearing on increasing the traffic capacity of railroad lines and carrying capacity of railroad organizations and the reequipping of existing facilities, as well as to building housing and other projects for nonproduction purposes. The target was fulfilled for activation of the automatic block signal system and centralized train control, cable communication lines, and electrical centralization of switches and other facilities. The plan for capital investments was fulfilled at a level of 87.7 percent.



The resources allocated for capital construction were assimilated at a level of 86.6 percent, which is 0.9 percent more than in 1981. The level of utilization of appropriations was higher for both production and nonproduction projects. Only the Moscow, Belorussian, Northern, Lvov and Central Asian Railroads fulfilled the target.

The plan for construction and installation work was fulfilled more successfully than by other railroads on the Belorussian, Moscow, Lvov, and Donetsk Railroads. Those which lagged the most were the East Siberian, Transbaykal, Moldavian, Odessa and Far Eastern Railroads. For the Ministry of Railways as a whole 169 million rubles went unused, 95 million of them through the fault of the Ministry of Transport Construction.

The lag in capital construction brought about underfulfillment of the plan for activation of fixed capital.

The Kemerovo, East Siberian, Far Eastern, Azerbaijan and North Caucasus Railroads fell short of the plan, indeed far short, fulfilling the assignment at a level between 48 and 60 percent.

The assignment was also underfulfilled for activation of preschool institutions, health care facilities and other facilities.

Railroad transportation failed to receive deliveries of 34 diesel locomotives, 43 passenger cars and 9,819 containers.

The industrial enterprises of the railroad transportation system fulfilled the planning target for sales at a level of 99.8 percent. Its volume was 1,657 million rubles, the sales plan was underfulfilled by 0.6 percent by plants for the repair of rolling stock and the production of spare parts, while industrial enterprises of the railroads fulfilled the plan at 101.1 percent. The TsTVR [Main Administration for Repair of Rolling Stock and Production of Spare Parts] fell short of deliveries by 443 cars, by and large the Barnaul, Boto-tol, Panyutino, Roslavl and Svobodnyy plants. The plants of TsTVR also failed to fulfill the plan for production of containers, for repair of traction motors and auxiliary machines of electric locomotives, for making up pairs of wheels, brake shoes, and other products, as well as for modernization of rolling stock.

The insufficient level of fulfillment of the plan for freight and passenger traffic, for utilization of cars and locomotives and other pieces of equipment, and also the slacking off of attention to performance of measures for strictest conservation of labor and physical resources and money brought about a lag in fulfillment of planning targets for economic indicators of the operation of railroad transportation. This year the labor productivity of workers employed in traffic operations dropped 1.7 percent from the 1981 level. Moreover, on a majority of the roads the growth rates of wages exceeded the growth rates of labor productivity. There was a rise in the costs of shipments. As a result the assignment for profits was underfulfilled.

Analyzing the operating results for the first 9 months, particular attention should be paid to the lagging enterprises, specific measures should be outlined to correct the shortcomings that exist and to achieve fulfillment of the plan for the fourth quarter and elimination of the lag that has occurred by mobilizing unused potential and by improving every aspect of operations.

It is the duty of railroadmen to do everything necessary to celebrate the 65th anniversary of the Great October Socialist Revolution and the 60th anniversary of the Soviet State with high performance indicators.

7045

CSO: 1829/37

## RAILROAD

### IMPROVED MANAGEMENT OF TRANSIBERIAN RAILROAD DISCUSSED

Moscow GUDOK in Russian 22 Sep 82 p 2

[Article by N. Kryukov, director of VNIIZhT [All-Union Scientific Research Institute of Railroad Transportation], candidate of technical sciences and A. Prokopenko, senior research assistant at the VNIIZhT: "Efficient Management of the Transsiberian Railroad: Problems and Opinions"]

[Text] The operations management sections in the Ministry of Railways' Main Administration of Traffic are the basic subunits which provide routine supervision of freight-car traffic flow and railroad operations. There were ten such sections before 1953. Each main line was served by one senior dispatcher-inspector and four dispatcher-inspectors. Later, the number of operations management sections was reduced to six. At present, there are four such sections. Each section has one senior dispatcher-inspector working with one or two railroads. Dispatcher-inspectors are assigned to serve a number of main lines at night. Each section has a duty officer. Compared with the past, the number of specialists has decreased, which has reduced the possibility of exerting influence on rail lines round-the-clock.

In addition, the work of the dispatchers has become noticeably more complicated in connection with the setting up, in the Main Administration of Traffic, of an entire series of additional operational and functional, or so-called industrial, sections (mineral loading, locomotive operations etc.). Under these conditions, responsibility for the railroads' operational activity began to be shared to a greater extent with these additional sections, even though these sections, due to the large volume of work throughout the rail network, cannot be constantly aware of the details of operational conditions in specific areas of the network. As a result, duplication and lack of coordination began appearing more frequently in operations.

This had its most telling effect on the activity of the operations management sections, which have been called upon to be flexible in accepting specific decisions regarding urgent problems of railroad and line operations, taking into account their local peculiarities. Moreover, the staff of the sections is overloaded with work and must expend a considerable amount of time in collecting all sorts of information which often arrive simultaneously in other

subunits. The staff also expends a lot of time in various coordinating activities for solutions which are being accepted. In such situations, the dispatcher-inspectors are simply unable to handle all aspects of railroad situations which arise. Nor are they able to assure cooperation among their subordinate railroads.

The dispatcher-inspectors do not have oversight of locomotive regulatory work, particularly within several main lines. This often leads to severe tie-ups in freight car traffic flows, even when there is a sufficient quantity of diesel and electric locomotives available. Nor is timely regulation of freight cars being fully supported, especially when the rail network's areas with the heaviest load of freight traffic are saturated with cars.

The dispatcher-inspectors pay little attention to analyzing the causes of operational difficulties, since they are unable to be sufficiently thorough about studying the operation of critical stations and junctions. Since that is the case, it is difficult to eliminate, in a timely manner, violations of the train formation plan and the freight-car traffic dispatching procedures. The dispatchers are insufficiently active in preparing proposals aimed at eliminating such shortcomings. They assume that the specialists in the industrial sections of the Main Administration of Traffic should be preparing such proposals to organize operations at maintenance and other types of stations.

It is obvious that the operations management sections must be given more authority to resolve operational tasks. Direction of operations must be concentrated more tightly in these sections; the degree of centralized supply of these sections with the necessary productive information must be increased, automated systems for operational direction and control must be used more extensively. In our opinion, fundamental changes in organizing operational management are possible only over the long-term, based on extensive automation of transport management.

However, the situation can also be improved, under existing operational conditions, due to more complete utilization of information resources in combination with the existing automated accounting system "DISKOR". Improvement of the organizational structure of operations management is also quite promising.

First of all, we think that attention must be paid to improving the activity of the operations management section for the railroads of the Ural-Siberian area and the Eastern area, since the main lines in these areas operate with the heaviest work-load and their importance is continually increasing. The railroads in these areas are located over an enormous region; the maneuverability of freight cars is severely restricted in these areas; periodically, enormous difficulties arise with expediting the large amount of freight-car traffic.

To increase the degree of coordination among these main lines, it is expedient to reorganize the corresponding operations management section in

the Operations Administration for Railroads in the Ural-Siberia area and the East, increase the range of problems which the section can solve and give the necessary authority to the section. The organization's "administration" status more fully reflects the importance of the functions which it performs. Due to the volume and comprehensive nature of its solutions for operational tasks, this subunit will rank higher than the industrial sections in the Main Administration. It is recommended that the group of operations workers in the administration be increased and transformed into a section for train operations management. It is also recommended that a production section be designated within the work plan of the Main Administration of Traffic.

One of the main functions of the production section should be to continuously monitor the saturation of railroads with freight cars and the location and composition of the freight car pool. Another function should be to evaluate the train situation in accord with coefficients of freight car saturation for the railroad lines. To do this, the system available in the VNIIZhT can be used. This system will make it possible to highlight, in a timely manner, those main lines which will be over-saturated with cars and which will need timely regulation of freight car traffic.

Setting up a production section will also permit a more thorough and speedy resolution of problems connected with improving operations at junctions and stations. It will also permit insertion of corrections into the plan for organizing and dispatching freight car traffic, efficient regulation of locomotives and locomotive crew work and a more thorough analysis of the causes of difficulties arising with freight movements. With these goals in mind, a minimum of four production groups should be set up in the production section under the management of the assistants to the administration's chief. The production groups would monitor the following areas: freight car traffic and mineral shipments, organization of locomotive operations, the plan for train formation and junction operations, as well as analysis of operational activity and utilization of rolling stock.

In the train operations management section it will be necessary to establish, besides the senior dispatcher-inspectors for railroads, positions for chief dispatcher-inspectors of the enlarged operations management subunits which unite the critical areas of adjoining main lines. We think it makes sense to establish four such subunits in a given rail sector for the railroads in the Urals, Kuzbass [Novokuznetsk Coal Field], East Siberian and Eastern areas. Uniting under single management the important sectors of two adjacent railroads is needed because the average length of a rail sector served by each main line in the Ural-Siberian and Eastern areas is slightly less than the average length for the rail network overall.

It is no less important that in these areas, a considerable amount of heavy loads are hauled and their transport cycle is contained within two adjacent railroads. This is equally true as regards resolving regulatory measures for loaded and empty freight car traffic, as well as setting up normal locomotive operations in lengthened circulation divisions. Of no small importance is centralized monitoring of the circulation of shuttle freight

trains to transport coal, ores and metallurgical raw materials, as well as other special-purpose closed-loop shuttle freight trains.

To more effectively manage and supervise the shifting of train traffic, we must determine a division which will serve as a yardstick for traffic capacity. We must adhere to a schedule for completed traffic on this division.

The recommended re-structuring of the operations management division for the railroads in the Ural-Siberian and Eastern areas will require an insignificant increase in personnel, which could be achieved by transferring specialists from the industrial divisions of the Main Administration of Traffic, in connection with the reduced volume of work in these divisions after the formation of the administration.

Perhaps it makes sense to include the chief of the administration in the staff of the line assistants, who would be constantly located on the railroads. This would be conducive to a more complete and reliable evaluation of the train situation, as well as help improve monitoring of the implementation of the administration's directives for improved operational work on main lines.

Improved management of operational work is needed now. A restructuring, particularly of the operations management division for the Ural-Siberian and Eastern areas, would be an important organizing principle for improving the current system. Afterwards, the efficacy of reorganizing other operations management divisions in the Main Administration of Traffic and similar administrations could be considered.

9887

CSO: 1829/008

## RAILROAD

### NEED FOR FUEL CONSERVATION NOTED

Moscow GUDOK in Russian 29 Jul 82 p 2

[Text] The collegium of the Ministry of Railways reviewed the work being done to conserve and efficiently use raw materials, fuels, and other material resources on the South Urals Railroad. It was pointed out that the railroad has increased supervision over the stocking, storage and use of material resources. Also, measures are being implemented to extend the repair and repeated use of upper track structure materials, rolling stock components and assemblies. The positive experience of the Zlatoust Locomotive Depot in conserving energy resources for train tractive purposes is being disseminated. As a result, in 1981 and the first half of 1982, there have been savings of electrical power, light petroleum products, rolled metal products, lumber, cement and a number of other materials and goods.

However, the considerable reserves and potential for saving material, technical, fuel and power resources are not being utilized on the railroad; over-expenditure of these resources is often tolerated. In 1982, there was an over-expenditure of 9,400 tons of diesel fuel to haul trains. The task for recovery of electrical power in electric locomotives during recuperative braking was fulfilled only at the 87.5 percent level.

There are considerable losses of power resources due to a number of problems: serious shortcomings in maintaining and utilizing locomotives, trains being stopped by closed signals and PONAB [expansion unknown] instruments, restrictions on speed because of track conditions, trains being dispatched when they are not fully loaded with goods and cars, instances of waste in train and shunting operations. In 1982, the number of trips by electric and diesel locomotives into unscheduled maintenance and their time spent in maintenance has increased; so, these indices greatly exceed the averages for the rail network overall.

There are serious shortcomings in expenditure of power resources for production and technical needs, particularly in the Chelyabinsk, Orenburg, Orsk and Kartaly divisions where over-expenditures of coal, furnace fuel oil and natural gas are tolerated. Power-engineering specialists are under-staffed in these divisions and in the fuel and heating engineering section of the Locomotive Facilities Service.

There are shortcomings on the railroad in issuing fuel to laborers and office-workers for domestic use.

Instances of bad management in storing and using materials, spare parts and equipment have been brought to light. Improper use of freight-car lumber has been tolerated at the Chelyabinsk, Kurgan, Kartaly and Troitsk Freight Car Depots; Construction Directorate No. 1 of the Road-Building Trust, plus Construction and Installation Train No. 601 have sold, to other organizations, a considerable amount of reinforced concrete and joiner's goods, metal tubes, linoleum, paint, varnish and other valuable items in short supply.

The collegium also noted serious shortcomings in expenditures of material, fuel and power resources on a number of other railroads. Specific measures have been planned with the aim of strictly observing the conservation program.

9887

CSO: 1829/014



## RAILROAD

### RELIABILITY OF JOURNAL BOXES DISCUSSED

Moscow GUDOK in Russian 4 Jun 82 p 2

[Text] The collegium of the Ministry of Railways has examined the problem of reliable operation of freight car journal boxes and axles. It was pointed out that, due to malfunctions of freight car journal boxes on slide bearings, a large number of train delays, uncoupling of cars and other cases of waste in operations are being tolerated, as they were before.

Support for reliable operation of freight car journal boxes is extremely unsatisfactory on the West Siberian, South Urals, Kuybyshev, Gorkiy, Dnepr, Baltic and Far Eastern railroads. Instances of axle pins breaking have increased on most of these railroads and instances of cars being uncoupled from trains because of overheated journals have become numerous. A large number of uncouplings have also been tolerated on the Belorussian, Southern, Alma-Ata, Lvov, Moscow, North Caucasus, Volga and several other railroads.

It has been established by means of an inspection that work processes are being violated at many technical servicing points and car preparation points for goods transport. Also, high-quality maintenance of journal boxes is not being provided. Mechanized equipment is not being used satisfactorily. Advanced experience for assuring the reliable operation of journal boxes is not being introduced widely. Nor is widespread application being made of a progressive system for monitoring the technical status of a journal box and providing timely detection of a malfunction.

Proper supervision over correct weighing of freight by clients has not been established on the Tselina, Donetsk, Gorkiy, Oktabr'sk, Dnepr and several other railroads. Cars are being loaded, above the prescribed norms, which leads to journal malfunctions and broken axle pins.

The switching of freight cars currently in operation, onto roller bearings is being implemented with considerable delays.

Work processes and re-certification of the babbitting, journal box completion, regenerative-impregnating sections and wheel-bearing industrial divisions at freight car depots are being slowly improved in a number of railroads.

The Main Administration of Freight Car Facilities is not being sufficiently demanding as regards support of the operational reliability of the journal box and particularly, the slide bearings.

The Main Administrations--Freight Car Facilities, Repair of Rolling Stock and Production of Spare Parts--and the All-Union Scientific Research Institute of Railroad Transportation are not working enough at improving the design and manufacturing process for slide bearings used in journal boxes.

The collegium approved organizational and technical measures aimed at improving the reliability and service life for journal boxes and freight car axles.

9887

CSO: 1829/014

## RAILROAD

### DEFECTIVE CARS DISCUSSED

Moscow GUDOK in Russian 30 Sep 82 p 2

[Article by V. Baulin, deputy director of the VNIIZhT [All-Union Scientific Research Institute of Railroad Transportation] and head of the Urals Division, and V. Gamirov, candidate of technical sciences and head of the Polymers Laboratory, from Sverdlovsk: "Is the Car Reliable? Problems and Opinions"]

Text] In the documents of the May (1981) Plenum of the CPSU Central Committee, it is noted that a crucial task for transportation workers is to assure timely and uninterrupted delivery of agricultural goods to consumers. Not only must the green light be given to mineral fertilizers, livestock products, grain and vegetables on the rail lines, but the complete safekeeping of these items must be assured.

On 15 June 1982, GUDOK carried a correspondent's article, "A Salty Route, or Holes in One's Pocket", where it was mentioned that unsuitable cars are being used to transport potassium fertilizers on the Chusovoy Division of the Sverdlovsk Railroad. As a result, there are considerable losses of this valuable product. The problem is really rather acute. Loose goods, including fertilizers and grain, are often loaded into rolling stock which has not been prepared for such goods. During the investigation conducted by the research assistants of the Urals Division of the VNIIZhT, we encountered some sad, even depressing facts: almost 23 percent of the pool of cars, or about half of all the empty cars, were in disrepair. Nearly 90 percent of all boxcars had damaged sides. There were damaged floors in 84 percent of the boxcars and one-third of the boxcars had corrosion damage to their roofs. Yet, not a single one of the cars being investigated had its roof completely repaired!

These documents, amplified by other data, once again confirmed that boxcars urgently need a fundamental improvement in their technical condition.

A year ago, The Scientific Council of the VNIIZhT instructed its Urals branch to develop a program targetted at improving the reliability of boxcars by modernizing the cars, strengthening their assemblies and components and introducing new production processes. Now this task has been fulfilled in practice.

The planking of the car bodies is being replaced with metal sheets at car-repair plants. The car body will have sides with two surfaces: metal on the outside, boards or plywood on the inside. What will be the result of this modernization? In our view, this will only lead to new troubles: after numerous washings of the car and water leaking into the space between the two surfaces of the sides, intensive corrosion of the metal will be inevitable. Research conducted by the scientists of the VNIIZhT, as well as by the staffs of the All-Union Scientific Research Institutes of Railroad Car Building and of Synthetic Resins, suggests a different solution.

If the inner metallic surfaces were covered with a thin layer of foam polyurethane, the metal would be protected from corrosion and the freight would not get frozen to the sides of the body. Moreover, lumber products in short supply would not be used. Experimental work in spray coating foam polyurethane onto the metal surfaces of the car body has already been conducted at the Kanash Car Repair Plant.

In addition, based on our technical requirements, "Nauchfanprom" [expansion unknown] developed special water-resistant plywood sheets. The sheets are to be used for sheathing the car's side walls and have a number of important advantages, compared with planks. The sheets do not form slits and have an increased load-carrying capacity. Also, introducing these sheets will enable us to conserve wood and reduce the labor-intensive nature of fabricating and repairing the walls. At the Kanash plant, two experimental cars have been equipped with internal sheathing made of plywood sheets. Now we must conduct operational testing as quickly as possible and introduce these innovations into production. And in this matter, we must have the active participation of the Ministry of Railways' Main Administrations of Railroad Cars and Repair, plus their planning, design and production organizations.

The program also includes problems relating to modernization of a number of assemblies. But all these problems pertain to the distant future. And what are we to do now with cars which have damaged roofs and slits in their sides? We can't use electric welding to repair thin metal which has been eaten away by corrosion. Nor is it appropriate to use the bracket method of eliminating slits.

To resolve this problem, a team was set up, which included scientists and engineers from the car depots of the Sverdlovsk Railroad. A restoration method, using epoxy resins, was proposed for repairing car roofs at car preparation points. It was recommended to seal slits, splitting in the tongue flange and other minor defects in the wood planks with the aid of putty made out of carbamide-formaldehyde resin and "EGIK" bitumen emulsion.

The new production process underwent extensive testing at the car depots of the Sverdlovsk Classification Station and the Berezniki Classification Station. More than 300 cars were repaired by the new method. In one of the exercises of the railroad's school, dealing with dissemination of repair experience for boxcars at car preparation points, it was decided to prepare no less than 2,500 units of rolling stock this year, using the proposed production process.

We must also talk about the problem of refrigerator cars. During the 1970's, the Urals Division initiated and participated in the design of a promising refrigerator car, whose body was made up of "sandwich" panels. This is a maintenance-free body, which retains its high thermal-engineering characteristics throughout the entire service life of the car. The first refrigerator car of such design was manufactured in our country in 1980, by the "Bryansk Machine-Building Plant" Production Association. Tests have shown that a car made out of such panels is superior to the best foreign models, based on its structural, technical and economic indices.

The phased introduction of "sandwich" type elements into the design of a series-production refrigerator car is possible even now, without radically restructuring the equipment at a car-building plant. Thus, every measure must be taken so that a major portion of the refrigerator cars, whose production is envisaged by the Food-Supply Program, will be equipped with the new bodies. Unfortunately, introduction of the new bodies is proceeding slowly, so far.

The "Poisk" ["Search"] Information and Measuring System, designed in the Urals Division of the VNIIZhT, is also worthy of attention. This system is intended to detect defects in a car's thermal insulation, without disassembling the car. Testing of an experimental model of this system has confirmed that widespread introduction of the "Poisk" system would enable increased quality for refrigerator cars being built and repaired. And in addition, the system would solve a number of problems which are no less important. For example, unjustified disassembly of cars during the repair, (in those cases when the technical condition of the cars do not require such action) would be eliminated; cars would be sent for plant repair, depending on their actual condition, which is very important when plant repair capacity is insufficient.

Extensive use of the new production operations, approved on the Sverdlovsk Railroad, for preparing cars to transport goods would enable use, in a brief period, to reduce the amount of damage and loss of agricultural products during rail transport.

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CSO: 1829/012

## RAILROAD

### TRACKS TO BE PREPARED FOR WINTER

Moscow GUDOK in Russian 16 Sep 82 p 2

[Text] The collegium of the Ministry of Railways has reviewed the question of measures which must be taken to complete track repair work and prepare the tracks to assure uninterrupted operations in winter conditions.

During the winter of 1981-1982, there were serious shortcomings on some railroads in preparing for this critical period of operations. Snow removal was slowed by the unsatisfactory condition of equipment and station areas, frequent break-downs of machinery and under-staffed crews for round-the-clock operations. Snow removal operations were especially disorganized at the Moscow and Leningrad junctions.

In the course of preparing the track facilities for the winter of 1982-1983, the Main Administration of Tracks, together with the railroads, is implementing a series of organizational and technical measures. Track conditions have been improved somewhat; the railroads continue to be equipped with snow-fences, snow plows and snow-removal equipment; personnel are being trained.

However, on a number of railroads, particularly on the Southern, South-western, Odessa, West Kazakhstan, Alma-Ata, Central Asian and Sverdlovsk railroads, major repairs to the tracks are behind schedule. Due to shortcomings in organizing track-repair work and to violations of production procedures on the Northern, Volga, West Kazakhstan and Alma-Ata railroads, excessive extensions of "window periods" are being tolerated, tasks for work output during a "window period" are not being met and poor use is being made of equipment.

Repair of station tracks is behind schedule on the Krasnoyarsk, West Siberian, Kemerovo and some other railroads. Works to correct the contours of rail humps, classification and shunting tracks is being done especially poorly.

Obsolete and defective spans of bridges are being slowly replaced. Also, renovation is slow for temporary structures and structures which have insufficient water-flow capacity.

On certain railroads, particularly on the Volga, Moscow, Oktyabr'sk, West Kazakhstan and Southeastern railroads, there are serious shortcomings in routine maintenance of the tracks. A considerable length of the tracks is in an unsatisfactory condition and there are a lot of traffic restrictions being enforced.

Preparation of snow-fences is proceeding slowly on the Kuybyshev, South Urals, Southwestern and Baykal-Amur railroads. Factory repair of snow-plows has not been started at the locomotive depots of the Dnepr, Donetsk, Southeastern, Transbaykal and Far Eastern railroads. Depot-level repair of snow-removal machinery is being delayed at the freight car depots of the Tselina, Kuybyshev, Southeastern, Northern and Belorussian railroads. The Novosibirsk Electric Locomotive Repair Plant is behind schedule for repairing snow-plows.

The collegium has approved organizational and technical measures to fully complete the track preparations for the approaching winter within the prescribed time limits. A Snow-Removal Staff has been set up in the Ministry of Railways. B.A. Morozov, deputy minister of railways, has been appointed as chairman of this new organization. On the railroads, such staffs will operate under the chairmanship of the chiefs of the railroads.

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## RAILROAD

### CAR SHORTAGE HAMPERS GRAIN DELIVERY

Moscow GUDOK in Russian 17 Sep 82 p 2

[Article by L. Turov, correspondent for GUDOK: "Congestion in Anara [place name not verified]--A Sharp Signal"]

[Text] The many-thousand member collective of the Kokchetavskoye division, as well as the entire Tselin trunk line is now living with one main concern: to deliver the grain from the new harvest to consumers in a timely manner and without losses. But, one must say, the harvest season for transportation is taking place under rather complex conditions: there are not enough empty cars, and those which come in are in such poor condition that the same car must be taken to the preparation point several times. Nevertheless, in spite of this, local railroad workers are shipping 175-180 cars of grain daily. They would surely have dispatched more if people had not been, as they say, putting sticks in their spokes. It is difficult to believe this, but at times the Kokchetavs cannot even ship the grain which is already loaded into the cars. Thus, on 13 September, 5 grain unit trains and two groups of covered cars with grain, 319 cars in all, were at the division awaiting dispatch to Central Asia. Of them, 62 have been standing at Karagay station since 9 September and 115 at Daut and Chaglinka stations since the 10th. Moreover, 46 cars have been unable to leave from Kzyl-Tu and Volodarskiy for 3 days.

"And this is not all of our troubles," complains the head of the traffic division S. Tusupov. "A good 100 cars will accumulate at the 28 grain loading stations, and we can rapidly assemble them into multistage unit trains [Rus. stupenchatyye marshruty] and groups, But we cannot guarantee their quick dispatch."

What has caused such an alarming situation? The cause of it all is a strong barrier in the path of the grain flow which has arisen in Anara. This station has become impassible. For the same reason, the Kokchetavs are deprived of the availability of additional empty cars which must return to the division from Alma-Ata and Central Asia.

It is possible for the Kokchetav railroad workers to increase shipment of grain according to in-coming requests, but such artificially created obstructions hinder their work.



## RAILROAD

### SPARE PARTS SHORTAGE, OTHER LOCOMOTIVE MAINTENANCE PROBLEMS

Moscow GUDOK in Russian 17 Sep 82 p 2

[Article by G. Svirshchevskiy, correspondent for the railroad newspaper ZHLEZNODOROZHNIK: "A Black Trail Above the Valley"]

[Text] The residents of Kirghizia are taking care of nature in their native land. In Frunze, the capital of the republic, they have eliminated almost all boiler houses operating on solid fuel and they have significantly reduced the emission of exhaust gases and smoke into the atmosphere from the boiler houses of the TETs [Heat and Electric Power Station]. In a word, painstaking work is in progress with regard to preserving the cleanliness of the environment, but the big spoiler here have come to be...locomotives.

The black trail of smoke and soot from the diesel locomotives hangs not only over the city of Frunze, but over the Chuyskaya Valley along the entire 332-kilometer sector from Rybach'ye to Lugovaya, which is served by diesels from the Pishpek depot. This situation came about relatively recently, some 8 months ago. A. Skhodol'skiy, chief engineer of the depot, explains the situation which has arisen by the fact that they switched over to working on the more powerful 2TE10L and TEP10 instead of the TEZ, and the repairmen have still not mastered these locomotives. But the most important thing is that there is no stand for breaking in the fuel pumps for the A-15 type diesels.

Moreover, there are no spare parts. The moment I made my acquaintance with the depot, diesel mechanic V. Andrianov showed me TEM2 switch engine No. 12-24 which was standing idle due to the lack of piston rings for the engine. The repair deadlines for 2TE10L locomotive No. 35-31 have long since passed, but it is still occupying a repair pit, and, as the repairmen say, "is awaiting fair weather to go to sea."

The Pishpek locomotive depot--a pretty good enterprise of the industry in the not too distant past--has suddenly come to resemble a graveyard for machinery.

For a year and a half passenger locomotive No. 131, a TEP10 diesel, has been rusting alongside the main building, and 2TE10L No. 24-06 has been laid up for a month. It has been 2 1/2 months since they got locomotive No. 13-95

from Karaganda, and it "smokes" worse than a steam engine and "pulls" poorly.

"We don't have a single unit in reserve to recondition this, or other machines," says A. Vorkuta, fuel equipment mechanic. "And nearly 70 percent of the locomotives have come to us from factory repair."

The list of unrepaired locomotives can be continued at length. There are only 6 passenger and 14 freight locomotives which make a turn-around here, although a minimum of 10 passenger and 24 freight locomotives are needed on the Frunze division for normal transport operations.

It is not coincidental that "abandoned trains" have started to show up for the first time in Kirghizia, although formerly this same flow of cargo and passengers was successfully carried by small TEZ, and even steam locomotives.

In June there were 23 such trains on the Frunze division, and there remained 11 of them on July 6th. But, unfortunately, this fact is not evidence that matters are being corrected. The locomotive fleet is operating at the limit, and urgent measures are necessary to correct the situation which has arisen.

The management of the depot and the division are not to be reproached for a lack of initiative. They are turning to the Chu locomotive depot for help. And they helped them, although business is not shining for them, either.

As concerns the acquisition of a universal stand for breaking in the fuel apparatus, this question already has a 10-year history. All this time the division has tearfully been requesting the suppliers to send this very necessary device, but they [suppliers] are deaf to the needs of the depot workers. Last year the depot engineer [Rus. mashinist] Valentin Vladimirovich Dovzhenko, a representative of the Kirghiz SSR Supreme Soviet, addressed this request in a personal letter to the deputy chief of the Moscow plant "Krasnyy put'", but...he did not even receive a response from him.

In a word, the question of the stand and the spare parts in the Pishpek locomotive depot remains open. Diesel locomotives are filling the sky over the Chuyskaya Valley with smoke as before.

One would like to know what measures the line's locomotive service and the corresponding main administrations of the MPS [Ministry of Railroads] are planning to correct the situation which has arisen.

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## RAILROAD

### BRIEFS

**NEW TRAIN SERVICE**--The first passenger train from Petrozavodsk has arrived in Kostomuksha--a miners' town being built in the north-western area of Karelia. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 26, June 82 p 3] 9887

**ARMENIAN RAIL CONSTRUCTION**--An important step has been completed in the construction of the Idzhevan-Razdan Main Line, which is being laid in the mountains of Armenia. The tunnel-drivers of the Akhkikhlinisk Tunnel completed the driving of this complex tunnel one month ahead of schedule. The multi-national group of construction workers is confidently approaching its designated target--to begin train traffic on the Idzhevan-Dilizhan section ahead of schedule, by the 60th anniversary of the formation of the USSR. [Text] [Moscow KRASNAYA ZVEZDA in Russian 13 Jun 82 p 1] 9887

**NEW ALUMINUM CARS**--A new design for a completely aluminum rail car has been developed in the design bureau for long-term car development at the Mytishchi Machinery Plant. An experimental batch has already been fabricated. The body of the new car is three tons lighter than the body of existing cars. This made it possible for the new cars to be roomier and more comfortable. The front cars are equipped with automatic control. By the end of the 5-year plan, a basic series of the cars will be produced. In the photograph: Design Engineer S. Ivanov, a member of the Komsomol. He has been working in the plant's design bureau for only three years, but has already shown himself to be a mature designer. He is responsible for several original engineering solutions for problems. Photo by V. Malkov [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 26, Jun 82 p 19] 9887

**PROBLEMS IN EKIBASTUZ**--This is in response to the article "Bottleneck at Ekibastuz Junction" which appeared in issue No 22, 1982. The Main Administration of Railroad Construction for Kazakhstan and Central Asia has reviewed the criticism of the development of the railroad junction at Ekibastuz. Specific instructions were given to the Pavlodar Transportation Construction Trust and its sub-contracting organizations to improve the work at construction sites in Ekibastuz, including construction of car-repair and locomotive depots. As regards the proposals for creating yet another trust in Ekibastuz, we can say the following. The Pavlodar Transportation Construction Trust has a work load on the level of a first-rate trust and the trust

is fulfilling the plan. If the work load of this trust increases in the future, the ministry will reconsider the questions of sending additional construction and installation trains to the Ekibastuz Junction and organizing a new trust. [By N. Polishchuk, deputy chief of the Main Administration of Railroad Construction for Kazakhstan and Central Asia] [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 28, Jul 82 p 15] 9887

TRAIN FOR GAS FIELDS--The first work train has arrived in Novyy Urengoy, the northernmost city of the Tyumen Gas Field workers. The train delivered components and structures for residences, equipment and materials for the gas fields. The new Surgut-Urengoy railroad is 700 kilometers long and provides reliable access to the northern oil and gas fields. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 28, Jul 82 p 3] 9887

TRACKS BEING LAID--The Vurgunskiy Tunnel on the Idzhevan-Razdan rail line under construction is ready to have its tracks laid. The tunneling of this underground route has been completed. Workers sent from many fraternal republics are helping the Armenian builders to ready the route for activation. The decisions of the 26th CPSU Congress provided for construction of this route. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 37, Aug 82 p 3] 9887

NEW ENGINES PRODUCED--The first batch of the new TGM-23V-series shunting engines have been produced ahead of schedule at the F.E. Dzerzhinskiy Diesel Locomotive-Building Plant in Murom. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 38, Sep 82 p 3] 9887

CZECHOSLOVAKIAN EQUIPMENT BOUGHT--The first batch of new ChS-8 locomotives, produced by the "Shkoda" Association, will be delivered this year from the CSSR for the BAM [Baykal-Amur Main Line]. The ChS-8 locomotive has a number of technical improvements, designed by Soviet and Czechoslovakian specialists. In particular, this locomotive can operate at -60° C and the engineer's cab is more comfortable. There are also 300 Czechoslovakian ChME-3 locomotives being delivered to the USSR. The delivery of this rail transport equipment to our country was provided for in contracts between the All-Union Association for the Import of Machinery ["Mashinoimport"] and the Czechoslovakian "Pragoinvest" Enterprise. A batch of special trucks, produced by the "Avia" Plant in Prague, and 12,000 refrigerator trucks are being delivered to our country, in accord with contracts between the All-Union Association "Avtoeksport" and the "Motokov" Foreign-Trade Enterprise of the CSSR. More than 30,000 refrigerator trucks produced in the CSSR are being used at present in the Soviet Union. Mills for rolling bars of copper, nickel and their alloys will be delivered to our country in accord with contracts between the All-Union Foreign Trade Association "Metallurgimport" and the CSSR Foreign Trade Enterprise "Shkodaexport." New looms for knitting and weaving, unique in the world, will be delivered to our country from the CSSR under contracts between the All-Union Association "Traktoroeksport" and the Czechoslovakian Association "Investa." [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 38, Sep 82 p 20] 9887

CARS BEING WASTED--The cars have been abandoned in a marsh; they have been bent up, smashed, piled on top of each other; they are standing idle in sidings and at station yards. All this is visible in photographs. But this is not the result of railroad accidents; it is a "monument" to the poor management which one can encounter in the Novokuznetsk Division of the

Kemerovo Railroad. The industrial enterprises in that area are suffering a shortage of freight cars, flatcars and tank cars, but the enterprises themselves take a careless attitude towards these cars. The cars are often damaged severely by freight-handling equipment and are used incorrectly. During just one year in the Novokuznetsk Division of the Kemerovo Railroad, 943 cars were put out of commission. The transportation section suffered a loss of 160,000 rubles. The metallurgists are the "record-holders" in this matter. For example, each day, the Kuznetsk Metallurgical Combine and the West Siberian Metallurgical Plant ruin an average of one freight car apiece. As a result, the Novokuznetsk Division has lost 2,334 freight cars and the rail transport system lost 47 trains over the course of 5 years. The price of poor management is very dear! [By M. Zaborovskiy, Honored Railroad Worker and Veteran of Labor] [Text] [Moscow TRUD in Russian 9 Sep 82 p 2] 9887

NEW LINE IN GEORGIA--Tbilisi. Construction has been completed ahead of schedule on the first 40-kilometer section of the Marabda-Akhalikalki rail line in Georgia. The construction workers are the honored passengers on the work train and have become simultaneously the new settlers of the area. A tall apartment house has been built for them in the rayon center, Tetritskaro. The comprehensive settlement of the rail line area is a characteristic of this construction project. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 39, Sep 82 p 3] 9887

NEW RAIL STATION OPENS--Osh (Kissr). A rail station has been opened in the city of Kara-Su--the "eastern gates" of the Fergana Valley. Maximum comforts have been provided for the passengers. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 39, Sep 82 p 3] 9887

HOPPER CARS PRODUCED--The 20,000th hopper-feeder car has been produced at the Locomotive Repair Plant in Velikiye Luki. This was a unique way to sum up 20 years' work at the advanced enterprise, which has been a pioneer in serial production of special cars for transporting loose goods. [Excerpt] [Moscow GUDOK in Russian 21 Jul 82 p 2] 9887

GRAIN CAR PRODUCED--Poltava. Series production of a new 70-ton capacity grain-carrying car has begun at the Kryukovskiy Car-Building Plant in the city of Kremenchug in Poltava Oblast. This car has five tons more capacity than its predecessor. The designers for this car, introduced many improvements during the design process. For example, the upper framework of the body, the wall frames and the cross section of the main beam have been altered, which reduced the metal content of the car. The loading hatches are rectangular, instead of circular, and are three times as long as before. Now the car is loaded through four, not two, flexible hoses, which has reduced loading time by a factor of two. A change in the shape of the roof increased the car's capacity by one cubic meter. The modernization makes it possible to save several million rubles per year during operations. This is the first time such grain-carrying cars have been produced in our country. [By V. Pavlenko] [Text] [Moscow IZVESTIYA in Russian 29 Sep 82 p 3] 9887

NEW RAIL SERVICE--Regular passenger train traffic has begun on the Synya-Usinsk rail line. The 120-kilometer line linked the crucial oil and gas producing area of the Komi ASSR with the Vorkuta-Moscow Main Line. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 24, Jun 82 p 3] 9887

CONSTRUCTION OF MECHANICAL REPAIR SHOPS--Construction of mechanical repair shops has begun on the Serpukhovskaya track section. They will consist of 2 buildings with a total area of 1,000 square meters. About 1,000 units of railroad machinery and equipment can undergo repair annually in the new repair shops. A three-story building, in which there will be a recreation center, buffet and showers and changing rooms [Rus. garderobnyye], will adjoin the end of the production wing. Collective SMP-380 of Moscow Railroad Trust #1 will erect the production and living complex. [Text] [Moscow GUDOK in Russian 21 Sep p 2] 9194

CSO: 1829/006

## MISCELLANEOUS

### SEPTEMBER PERFORMANCE REPORT FOR VARIOUS TRANSPORTATION CENTERS

Moscow VODNYY TRANSPORT in Russian 28 Oct 82 p 1

[Text] September was the last month that the load on transportation centers continued to drop. By October the volume of freight-handling operations was rising. It is therefore very important to analyze thoroughly the operation of every transportation center in September.

In the export direction transportation centers failed to receive more than 20,000 cars called for in the plan.

For September as a whole the collectives of transportation centers considerably overfulfilled plans for coasting traffic and transit, while assignments for export and import cargo were not fulfilled. Transportation workers of Vyborg, Kaliningrad, Tallinn, Ventspils and other centers coped with their monthly plans. But it was a peculiarity of September that many large transportation centers, including Arkhangelsk, Murmansk, Leningrad, Klaypeda, Odessa, Novorossiysk and others, were among the stragglers.

A majority of these collectives applied no small efforts to mobilize every potential for speeding up the movement of freight up to the last day of the month. The Novorossiysk transportation center, even though the North Caucasus Railroad is greatly overloaded, increased the outshipment of import cargo in the second half of September and, having surpassed the plan for that indicator, fulfilled the quarterly assignment, though it did not meet the monthly assignment.

Workers in the port of Leningrad cannot be reproached for inactivity. But in September there was no mutual understanding with the October Railroad: the railroad workers did not support the seamen. As a result the load on the port was not high enough.

The national economy failed to receive from the Leningrad transport workers tens of thousands of tons of pipe, metal, and equipment, meat and butter should have reached consumers a week earlier, and many other important types of cargo were left lying in the warehouses of the port. Analyzing the causes of the unsatisfactory indicators of the transportation center in September, we should note that the coordinating council has ceased to meet every day, and attendance of its meetings by top managers has deteriorated.

Yet another transportation center within the area served by the October Railroad suffered as a result of a lack of interaction with the related branch. Whereas the port of Murmansk had called for 4,500 cars to ship out ore, the railroad was given 1,772 (39 percent of them) in September. As a result the port's warehouses proved to be extremely overloaded. Ships loaded with ore are standing idle waiting to be unloaded. The workers in the port of Murmansk and the railroad workers should draw a lesson from this and find ways of averting such jams in the future.

It is always a case that is difficult to explain when fulfillment of the plan required literally just one more effort. After all, this means that the strenuous work of collectives for a month does not receive the marks it deserves. In Arkhangelsk the operation of the transportation center needed to operate just 10 more hours to fulfill the plan. All the planned coasting cargo had been shipped out, and the import plan was fulfilled at half. The Vostochny transportation center was in a similar situation.

But we should single out the Odessa transportation center. It seems that there they just threw up their hands, they resigned themselves to the unsatisfactory delivery of cars to take import cargo and ceased operations. There is no question that the Odessa Railroad does have difficulties. In September it had trouble fulfilling the plan for delivery of cars to the port of Odessa. But never previously had there been such an extended failure in operations. The plan for exports was fulfilled at 68.8 percent, and for imports at 44.4 percent. The supply of cars to take import cargo in September was 48 percent of the plan and 29.6 percent of the port's request.

Given the acute shortage of rolling stock, personnel of the related branches of transportation bear extremely high responsibility for timely handling of cars. This is an issue of state importance, and all transportation centers, and within them shipping companies and seaports above all, must do everything necessary to eliminate the above-allowance accumulation of freight cars, take pains working out continuous schedule-plans (NPGRTU) in order to eliminate idle time of cars during loading and unloading. All interested staff services should become involved in this.

In spite of the poor arrival of cars carrying export cargo, certain ports have sometimes failed to handle them. For instance, in September the port of Murmansk failed to handle 89, Ventspils 171, Baku 1,598, and Nakhodka 67 cars. The ports of Kaliningrad, Reni, Ilichevsk, Kherson, Zhdanov and Baku have been chronic in allowing above-norm accumulation of cars containing export cargo. They are not being unloaded on time. In September cars containing motor vehicle tires, metal and blast-furnace charge regularly stood idle in the port of Reni, in Ilichevsk they held motor vehicle tires and fertilizers, in Ventspils potassium salt, in Leningrad potatoes, and in Baku there was an average of 50-60 cars a day containing various types of freight that stood untouched.

Shipping companies and seaports have been slack in their work with associations of the Ministry of Foreign Trade, and as a result freight which does not have shipping orders has been sent to the ports. For instance, this very day that is the situation in the port of Reni, where cars are standing idle



containing metal for Yugoslavia, and 26,000 tons of it have piled up in warehouses.

In the port of Nakhodka ships are standing idle through the fault of the V/O [All-Union Association] "Eksportles" because of the lack of cargo, while freight cars are standing idle because of the lack of ships. Because commercial problems were not resolved in good time, cars are regularly standing idle waiting to be unloaded in the ports of Reni and Baku. There have been cases where cars stood idle in the ports because of late arrival of ships to take away export cargo.

The collegium of the Ministry of Maritime Fleet in early October took up the state of affairs in utilization of rolling stock in the port, defined measures to substantially improve this work and to increase the accountability of managers and production organizers for a thrifty attitude to every hour time the freight cars stand idle.

The attention of the workers of shipping companies and seaports, together with those in related branches, must now be turned above all to improvement of the quality of the handling of vessels and freight cars and to shipping out the cargo that has been stored for a long time, all cargo-handling equipment has to be prepared for operation under adverse weather conditions, and the mechanism for interaction and coordination of efforts in local and regional transportation sectors needs to be oiled up.

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